

**REMARKS**

Claims 1 and 2-17 are pending in this application. By this Amendment, claim 4 is canceled without prejudice to or disclaimer of the subject matter recited therein. Claim 17 is added. Claims 1, 3, 5-10, 12, 13 and 16 are amended. Independent claim 1 is amended to incorporate the subject matter of canceled claim 4. Thus, no new matter is added.

**I. Claim Rejections Under 35 U.S.C. §112**

Claims 1 and 3-9 are rejected under 35 U.S.C. §112, first paragraph. The claims are amended in response to the rejection. Thus, withdrawal of the rejection of claims 1 and 3-9 is respectfully requested.

**II. Claim Rejections Under 35 U.S.C. §102**

Claims 1, 3-5 and 7-16 are rejected under 35 U.S.C. §102(b) as anticipated by U.S. Patent 5,913,912 to Nishimura et al. As claim 4 is canceled, the rejection of that claim is moot. The rejection of claims 1, 3, 5 and 7-16 is traversed.

Nishimura fails to disclose each and every feature recited in the rejected claims, as amended. For example, Nishimura fails to disclose an airport operations managing system that provides decision support for airport operations, comprising a first database networked with a first data source usable to obtain and store publicly available status information on the status of airport operations; at least one second database networked with a second data source usable to obtain and store shared airline status information of airline activities, the at least one second database is networked with the first database for exchanging the publicly available status information and the shared airline status information; a first airport operations advisor module having at least one of a graphical user interface and a text based interface and usable to manage airport operations, wherein the first airport operations advisor is networked with at least the first database to receive at least one of the publicly available status information and the shared airline status information, wherein the publicly available status information and the

shared airline status information is accessible by airport management for managing operations of an airport; and at least one second airport operations advisor module having at least one of a graphical user interface and a text based interface and usable to manage airline operations, wherein the at least one second airport operations advisor is networked with the first database to receive the publicly available status information and the airline status information, as recited in amended claim 1.

Nishimura relates to a flight strips management method and system for rationalizing management and movement of aircraft at an airport (col. 1, lines 7-9). Flight strips are defined as cards that give aircraft movement information, such as take-off and landing times for each aircraft (col. 1, lines 23-25). By employing the method and system for rationalizing management of movement of aircraft at an airport, an operator can ascertain the condition of all the aircraft in an airport and aircraft management functions can be performed in an optimal way (col. 1, lines 57-60).

As shown in Figs. 1 and 2 of Nishimura, a plurality of information processing devices (subsystems) 10A-10F are connected to a flight strips management device 20 (col. 4, lines 5-9). The information processing devices 10A-10F update the corresponding management information in their respective databases 11-16 using flight strips information updated by the flight strips management device 20 (col. 5, lines 1-3). The databases 11-16 are memory media such as hard disks or magnetic disks, etc. (col. 5, lines 7-9).

The Office Action alleges that Nishimura discloses a first database 12 networked with a first data source (no structure identified) and a second database 11 networked with a second data source (no structure identified). Because the Office Action does not identify structure corresponding to the first data source or the second data source, Applicants assume that the first data source networked with the first database corresponds to the flight information database 11 as Nishimura discloses that the flight information database 11 is provided in the

flight information processing device 10A. Similarly, Applicants presume that the second data source recited in the claims is alleged to correspond to the control information database 12 as Nishimura discloses that the control information database 12 is provided in the control information processing device 10B.

The Office Action further alleges that the information processing device 10A of Nishimura corresponds to the first airport operation's advisor module recited in the rejected claims. The information processing device 10A of Nishimura is identified in Nishimura as a flight information processing device that processes flight information such as aircraft condition information and/or gate allocation information for each aircraft (col. 4, lines 10-12). Thus, the flight information processing device 10A of Nishimura does not correspond to a first airport operation's advisor module having at least one of a graphical user interface, a text base interface, and usable to manage airport operations.

The Office Action further alleges that the information processing device 10B corresponds to a second airport operations advisor module, as recited in amended claim 1. However, the information processing device 10B is clearly described in Nishimura as an information processing device that processes control information of the air field (col. 4, lines 13 and 14). Thus, an information processing device that processes control information of an air field does not correspond to a second airport operations advisor module having at least one of a graphical user interface and a text base interface and usable to manage airline operations, as recited in amended claim 1.

Furthermore, as there is no disclosure in Nishimura that the control information processing device 10B, (alleged to correspond to the claimed second airport operations advisor module) receives information from both the control information database 12 and the flight information database 11, Nishimura also fails to disclose this feature of amended claim 1. For example, an information reading unit 21, of the flight strips management device

20, reads the information relating to aircraft movement from each of the information processing devices 10A-10F and communicates this to the flight strips compiling and updating unit 22 (col. 6, lines 12-16). The information reading unit 21 reads the flight strips information from the storage unit 23 and communicates this to the respective information processing devices 10A-10F (col. 6, lines 21-24 and step 5 of Fig. 3). The information processing devices 10A-10F store, as the most recent management information, the flight strips information that has been communicated to them. Thus, Nishimura does not disclose a sharing of information between the respective information processing devices 10A-10F. Furthermore, as Nishimura relates only to the movement of aircraft, Nishimura does not disclose that the publicly available status information and the shared airline status information is accessible by airport management for managing operations of an airport. Accordingly, Nishimura does not disclose each and every feature recited in claim 1 as amended.

Regarding claim 3, Nishimura fails to disclose that the shared airline status information includes functions that are proprietary to an airline. Because, claim 1 recites that the shared airline status information is being obtained and stored in the at least one second database, Applicants conclude that the information flight information database 11 (identified in the Office Action as corresponding to the claimed second database) should correspond to the shared airline status information. The flight information database 11 stores information such as flight name, point of origin, destination, transit airports, aircraft schedules, scheduled landing and take-off times, actual times when take-off and landing are completed, aircraft condition information and allocated gate (col. 5, lines 9-19). Thus, there is no indication that the shared airline status information includes functions that are proprietary to an airline, as recited in claim 13.

Regarding claim 5, Nishimura fails to disclose that the at least one second airport operations advisor module is networked to the at least one second database to obtain

proprietary airline information and to distribute airline command directives to the airline, as recited in amended claim 5.

Regarding claim 7, Nishimura fails to disclose an airport operations managing system that provides decision support for airport operations, comprising a first data source that provides publicly available airport status information to a first database, wherein the first data source is connected to an input/output interface of the first database; a second data source that provides shared airline status information to a second database, wherein the second database is connected to an input/output interface the first database; a memory connected to the input/output interface of the first database via a data bus for storing the publicly available status information and the shared airline status information; a display connected to the input/output interface of the first database for viewing the publicly available status information and the shared airline status information from the first and the second data source; an input device connected to the input/output interface of the first database for inputting user commands to the airport operations managing system based on the publicly available status information and the shared airline status airline status information; and a controller connected to the input/output interface of the first database to control the movement of data within the airport operations managing system.

In rejecting claims 7-9, the Office Action alleges that the claimed first data source corresponds to the control information database 12 and that the claimed second data source corresponds to the flight information database 11. The Office Action further alleges that each of these databases has an input/output interface. The Office Action goes on to allege that Nishimura discloses a display 24 connected to the input/output interface. However, as the information display unit 24 is identified as being a component of the flight strips management device 20 that displays flight strips information, the display device 24 is not connected to the input/output interface of the first database (i.e., the control information database 12) for

viewing the publicly available status information and the shared airline status information from each the first and the second data source. The Office Action further alleges that the information input unit 25, which is also a component of the flight strips management device 20 is connected to the input/output interface of the control information database 12 for inputting user commands to the airport operations managing system based on the publicly available status information and the shared airline status information. The information input unit 25 is also identified as part of the flight strips management device 20 and is not shown or described as being connected to an I/O device of the control information database 12. As Nishimura fails to disclose the information input unit 25 being connected to the input/output unit of the first database 12, Nishimura fails to disclose such a feature.

Regarding claims 10-16, Nishimura fails to disclose a method of providing decision support for airport operations, comprising gathering status information on an aircraft and an airport from at least one data source and storing the status information in a common decision support database accessible by airport management and an airline; distributing the status information to a display at an airport operations center; reviewing the status information on the display to identify current status of aircraft and airport operations; and implementing a response based on the status information.

Rather, Nishimura is specifically described as relating to rationalizing management of movement of aircraft at an airport (col. 1, lines 57-60). Thus, Nishimura does not gather status information on an aircraft and an airport. Furthermore, Nishimura clearly discloses a plurality of databases 11-16 which store various pieces of information. Thus, Nishimura does not disclose storing status information in a common decision support database that is accessible by airport management and an airline. Rather, the information in Nishimura is disclosed in a plurality of databases 11-12, and is only available through the flight strips

information management device 20. Accordingly, Nishimura also fails to disclose each and feature recited in claims 10-16.

**III. Claim Rejection under 35 U.S.C. §103**

Claim 6 is rejected under 35 U.S.C. §103(a) as unpatentable over Nishimura in view of U.S. Patent 6,278,965 to Glass et al. The rejection is respectfully traversed.

Claim 6 is allowable for its dependency on independent claim 1 for the reasons discussed above, as well as the additional features recited therein. For example, neither Nishimura or Glass, whether considered alone or in combination, disclose or suggest an external agency airport operations advisor module located at an external agency . . . wherein the external agency airport operations advisor is networked with the first database to receive the publicly available information and the shared airline status information. Therefore, withdrawal of the rejection of claim 6 under 35 U.S.C. §103(a) is respectfully requested.

**IV. New Claim**

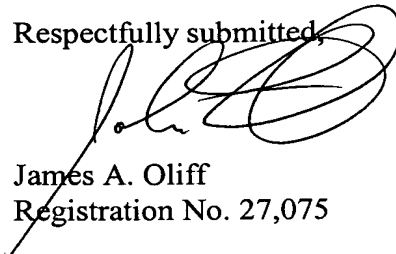
None of the applied references, whether considered alone or in combination, disclose or suggest each and every feature recited in claim 17. For example, the combination of references fails to disclose or suggest the system of claim 1, wherein the publicly available status information is generated by activities managed by the airport and includes aircraft location, air traffic control information, flight schedules, gate assignment/status, crew schedules and weather, and the shared airline status information includes information that an airline chooses to share.

**V. Conclusion**

In view of the foregoing, it is respectfully submitted that this application is in condition for allowance. Favorable reconsideration and prompt allowance of claims 1 and 2-17 are earnestly solicited.

Should the Examiner believe that anything further would be desirable in order to place this application in even better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number set forth below.

Respectfully submitted,



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